



G Scale in Scotland Newsletter

G Scale Society Scottish Area Group

Contact the Editor at
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Editors Comment

As you may be aware I suffered the common issue of computer failure and although I had enough warning to back up all my documents, regrettably the Newsletter files were not recoverable because I no longer have the software that I used in the past, thus the slightly new format.

It is my intention to issue this as near to the original date of 1st October as possible, and thereafter feedback on any changes would be welcome.

I am sure we all await the outcome of the LGB issue but it seems it is a business protection arrangement rather than a company in trouble but as one of our members said recently "there is no smoke without fire"

Personally, I am ever hopeful that no matter the outcome we will still be able to obtain LGB material in the future.

You may receive this Newsletter by e mail now that I have new facilities or it may be posted on the Webb in a secure section that only you can access, which will allow you to read, or copy and retain it, as you wish. Hard copies by post will still be sent to those who request them

Feedback would be welcomed about how you are able to receive this document and if it can be opened. Without causing a large delay on incoming messages.



Weistoren Bahn:

The New Engine Shed

(Dave Campbell—Powmill)

As spring was fast approaching and the garden railway was being brought back into full service, it became very evident that we did not have sufficient storage room in our railway shed. As we are very exposed to the weather, we lift most of our buildings and accessories in winter and put most of them into a spare chicken hut, however engines and rolling stock had totally taken over the railway shed and it was impossible to get into it and actually do anything.

Martha decreed that a new shed was urgently required and we visited McKay & Gillies at Error who had supplied one of the small sheds used for other purposes. When we arrived at their show area, we spied an enormous "shed". It was tailor made for a garden railway, being very long and around 8 feet wide, with doors at both ends of the front. We quickly dismissed this as a possible purchase as it would be the best part of £2K, per their standard pricing structure.

We turned to look at the modest standard hut we had decided would best meet our purpose at a sensible price. They had a very nice one on display with a large two leaved door on one end and we decided this would meet our requirements nicely.

At this point, the young salesman arrived to see if he could be of assistance. He confirmed the shed we were looking at was



The new shed in situ with new approach bridge fitted

freshly built and was available immediately for delivery. I told him what we wanted the shed for, and casually asked what the huge structure next door was. He informed us that it was in fact a pigeon loft they had built to order for a gentleman who had changed his mind so often about his requirements that they had fallen out and told him to take his business elsewhere. The salesman stated that his father, who is one of the partners in the business and had been involved in building the shed, had woe-fully stated that "they would never get rid of it". The surveyor in me sensed that perhaps a golden opportunity was waiting to be grasped and I casually asked if we could have a look inside.

Martha and I walked in

and quickly decided it really was exactly what we needed for the railway and without appearing remotely interested, enquired just how much more it would be compared with the shed we had been looking at. No doubt remembering his father's words about the shed remaining in their yard indefinitely, he said that if we could use the shed, we could have it for much the same as the garden shed we had been looking at. I pointed out that for us, security on the large shed was an issue, due to the double doors and large window. "No problem" he replied and promised double hasp and padlocks, drop bolts and window grills at no extra cost.

The deal was formalised and delivery was arranged

Scottish Garden Railways

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around two weeks later, leaving time for us to construct the base needed for the building.

The following weekend we started work on the base. When I initially set out the corner points, we were stunned at the area the shed took up. The base was formed by digging in a paving slab at each bearing point to form a foundation, and using a concrete block set on mortar. We took a great deal of care to ensure the blocks were all level and that the layout was exactly square by checking the diagonal dimensions. As we had managed all this the first weekend, we asked the supplier if they could bring forward the delivery. This was no problem and they arranged to deliver and erect the shed on the Thursday morning.

On the Thursday, we were up at our usual 7.30am working day start and were met with the only substantial fall of snow of the winter. So substantial, it was deeper than the foundations and concrete blocks, which were no where to be seen.

I poked around the base until I located all the foundation points, then set about clearing the snow away from them. I then realised I would also have to clear the snow from between them to allow the floor joists to sit on the blocks. By the time the lorry with the shed was due, I was finished and then suddenly thought that perhaps the roads may be impassable because of the snow. Our driveway and the yard were also

covered in at least a foot of snow. Bang on time, the lorry turned up and struggled through the snow to the prepared base.

The two men set about checking the square ness and level of the base, confirmed all was in order, then asked who had given me the sizes used for setting out the foundations. Taken aback and with a feeling of impending doom, I confirmed that the salesman had given me the sizes, but that I had measured the length myself in order to get the intermediate foundation points correct.

They confirmed the length was correct and that the setting out was fine, however, the shed was in fact six inches wider than the base. This proved not to be a major problem although it means that the ends of the joists slightly overhang the concrete blocks. The two men worked quickly and within two hours, the shed was up and the roof was on.

It looked even larger than the base had suggested, and as it had been finished in a very fetching red mahogany wood stain, it was clearly visible from the outskirts of the village. I bought a large tin of forest green stain and after two coats, the shed is now much less conspicuous.

I did seriously consider a brown and green striped camouflage scheme but instead have planted a row of fast growing conifers along the chicken run fence to further break up the profile of the shed.

The shed was fitted out with baseboards, shelves, worktop and all the other bits and pieces. The track and landscape were added, then we set about the task of installing a per-

manent power supply. The only feasible answer was to take a feed from our existing train hut. I obtained some small diameter cable duct and suitable cable. A line was marked out along the line of the trench between the huts. All we needed now was some hard digging to install the duct.

Martha took the bull by the horns and appeared with an adze which we have found a most useful and versatile tool. She dug a trench through the yard surface the width of the adze and about a foot deep, the duct and drawcord installed, a protective overlay fitted, and the trench refilled. A few hours work saw the cable and connections complete and the new engine shed was up and running.

Over the next few weeks, the bridge on to the wall was installed using a spare roof beam left over from the conservatory and we could now get trains from the shed onto the main track. The week before our open day, the other link from our industrial area into the other end of the shed was completed, although the outer facing walls have still to be constructed.

The shed has been a great success and allows five or six full trains to be stored ready to run, and there is plenty of shelf space for rolling stock and engines,

as well as buildings, cars etc. over the winter months. It is also big enough to allow some fun shunting in adverse

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weather, so all in all, a year round asset.

The Day we went to the Seaside

(Miss Elaine Neous)

Several members of G Scale in Scotland had entered into discussion over the different possibilities of where would be the most effective place to promote G Scale railways. This had come about as a result of some difficulties we had experienced with certain exhibition managers and members of other clubs who seemed somewhat irritated by the toy like appearance (in their opinion) or of the noise.

I have a little sympathy for the latter issue as nearby layouts depicted "O" gauge GWR branch line activities, where, although being well built, had no trains running, perhaps because it was Sunday again!! And we were disturbing their peace and quiet!!!

Anyway, part of our discussion was about Garden Centres, Garden Shows or other similar events, and so, more on a "let's take a chance" rather than a planned attack, whilst attending the "Ayr Flower Show" I ventured into the office and asked if they





The Poly Layout in operation at Ayr Flower Show

might be interested in having a garden railway theme for 2006.

As anticipated this was first met with the reply,

“Oh, a train set, you mean?”

However, there was a man also in residence in the office and he thought this might be a good idea to explore and gave me contact details to pursue the idea with the organisers and the promoters of the show.

An e mail to the promoters following the end of the 2005 show brought no response, however, some 6 months later, another approach was attempted, more out of curiosity than anything else, and this time there was a positive response.

We had previously set up our Poly Layout for a photo shoot in Tom Mucklow's garden and so were able to provide pictures and a brief synopsis of what we were about, fairly quickly.

This resulted in an invitation to participate in the 2006 show at the beginning of August where we would be allocated a spot

and then with the help of a neighbour, it continued its journey to Ayr the following night.

An hour saw it set up and we then retreated from the Ayrshire midgets, which were definitely out for blood and revenge that night, having set everything up for a first test in the morning.

As experience has shown over the years at Open Days, we were not too perturbed to awaken to the patter of raindrops on the Friday morning, but when we arrived at Ayr and saw the roller coaster effect the puddles on the layout had caused in the wooden section, we were concerned as to whether or not the trains could negotiate them.

As always, G Scale stock was able to tolerate the inconsistencies and the trains got under way at 9am, whilst the die hard gardeners poured in and headed straight off to the hospitality tents, which was the more sensible approach, considering the rain.

However, as the day progressed, families arrived and the aforementioned folks came out of the tents to see what else was on show, and despite the inclement weather, we were well received by both the

public and the organisers. Comments such as “I never thought you could do that in the garden” proved to us that we had achieved our objective.

The Saturday dawned dry and bright and was the busiest of the three day event. We even had phone calls from other members volunteering to come many miles to help, and they were gratefully welcomed.

On several occasions the 24ft by 12 ft circuit was completely surrounded by spectators and since it was such a lovely day many were dressed for the occasion, resulting in us looking out at some fine young ladies passing by. (That doesn't happen at winter model railway shows!!)

Unfortunately the Sunday dawned wet and quite miserable, although it remained warm, however, the show was still well attended and by 3pm it began to dry up, resulting in a dry break down and journey home at the end of the day at 6pm.

All involved felt that it had been a worthwhile exercise and the organisers have since indicted that

Whimsical Nonsense

(Fraser Neilson— Glasgow)

we will be asked back next year, but given a more prominent position.

We will of course have to undertake some work on the layout to prevent roller coaster services in the future.

Nowadays our country, Great Britain, of which we are a part, whether we be Scottish, English, Irish or Welsh, also includes many immigrants from countries such as Pakistan, India, Italy, or wherever, by people's names.



UK Garden Railways

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If you are a Mac you may have come from Scotland, if you are a Jones it may be from Wales, or if your name is O'Sullivan or O'Leary you may have come from Ireland, and the same goes for Italians, Pakistanis and Indians, and furthermore, as time rolls by, certain names become associated with parts of industry, such as Italian ice cream or fish and chip shops. Indians and Pakistanis may have obtained work on our public transport systems, whilst Scots are just as likely to be found owning pubs in Majorca, and so the world goes around.

However, have you ever considered the population spread of our little people who inhabit our towns and villages or little hamlets of our garden railways? The ones who go about their daily lives when we are not there to see them!! Well how do you know they don't??

Anyway, if you consider that possibility, however remote or nonsensical it may be, would you know who all your little people are? Do you know how many you have, are they all there, or have Mr Fox or Mr Badger made off with some of them?

In the towns on my railway there has been an influx of





people over the years and now they all seem to have jobs to do, whether it be the trains, buses, sawmill or whatever, and since I know them all, may I introduce you to them, although you may of course have heard of some of them, as similar names can be had up and down the country.

For example, we have the street cleaning team led by Binzar. Now he is a likable lad and can be seen in the shopping precinct with his brush in hand, and sometimes if he misses a bin or two, you can hear the fashion shop owner, Jean Strainers shouting after him, over the noise of the workers next door in the sawmill, where Justin Timberlake and his labourers, Willie Dooit and Andy Man are making the most awful din. So Jean has to shout his full name to attract his attention and can be heard calling Binzar, Binzar Foolup, come back!!

Now the noise from the Sawmill can upset folks at times, especially the Church Minister, the Rev A Lution, who on more than one occasion has complained to the local councillor, Polly Tishun, who as a matter of interest is married to the local bank manager Kip McCashin, although for professional reasons they have kept their own surnames.

At times they can be quite a row about the noise and the Lord Provost himself, Lord Helpus, has been involved in discussions, many of which have also been heard in the local pub between the landlord, Barry Tender who loves to

hold court with anyone who will listen to his moaning.

In fact the other night, there was quite a group of folks in heated discussion. It was rumoured that the local bus driver, Senga Dekka, who had recently been made redundant when the double Decker buses came into service, had started it, with the station porter, Thomas McTankin, getting his oar in whilst the postman, Roy Hamail, had his tuppence worth to moan about.

This in turn started off the picture house attendant, Davy Dee about modernisation plans in his neck of the woods, and his discussion was interrupted by Daly Ripoff the garage mechanic, whose sidekick, Philip McCarr, the pump attendant, backed him all the way about the lack of petrol sales. The counter argument on this issue was led by the local taxi driver, a recent newcomer to the town, Dimitrez Runnin, from Argentina, and who was supported by Clay Potts the flower shop owner.

All these terrible arguments amongst the people were entered into by the local train driver, Justin Time and his mate,

the signalman, Levi Frame, but when the local fire master, S Calderburns arrived, he was having none of it and summoned the police to restore order. Unfortunately most of them were busy and it was the traffic cop, Hugh Pull-over who attended and restored order to the melee.

Of course many a drink had been consumed that night and there was a long queue at the chemist's the next day for headache pills, and poor old Penny Cillan was rushed off her feet, whilst wondering

what on earth this had all been about!!!!!!!!!!!!!!!!!!!!!!

Who Goes Where!

(Miss Elaine Neous)

Whilst going about daily business it takes some of our members to such far flung places as Dubai, Gothenburg, Washington and even Manchester, all of which have their sights, sounds and smells for the visitor to take in.

However, there are occasions when the unexpected can occur and this was no exception in Manchester, where, not long after the Nuremburg trips, none other than one Bill Pinch and family were spotted attempting to leave the country on a flight bound for Zurich.

Now far be it for us to pass comment, or suggest anything that might lead you to think that Bill was perhaps on his way to deposit his profits from Bay Models in his Swiss bank account!!

He was probably just having a well earned holiday, and if so, we hoped they both enjoyed it.

However, just remember, that no matter where you might be in the world, a G Scale in Scotland member may spot you!!!!!!

The Carmyllie Springs Railroad

(Jim Clark—Arbroath)

I have looked forward many years to building a garden railway - originally in OO gauge but in the mid 90's discovered G Scale which, along with memories of the rear covers of National Geographic in the 50's with the adverts for the Santa Fe Super Chief and other similar trains, set me off on the ambition to build a garden railway with US outline stock and locos.

Calendar of Events in Scotland

Sat/Sun 14th/15th Oct

Group layout appearing at EDLEC Exhibition, Brunton Halls, Muselburgh—

Tel Bill Murdoch 01506 650091

Sun 29th Oct

Winter Meet at Scout Hall in Livingston 12pm to 5 pm

Tel Bill Murdoch 01506 650091

Sat/Sun 4th/5th Nov

Dark Moor layout appearing at Cathcart Show Glasgow

Tel F Neilson 0141 586 0955

Sun 19th Nov

Winter Meet at Scout Hall in Livingston 12pm to 5 pm

Tel Bill Murdoch 01506 650091

Sun 28th Jan

Winter Meet at Scout Hall in Livingston 12pm to 5 pm

Tel Bill Murdoch 01506 650091

Sun 25th Mar

Winter Meet at Scout Hall in Livingston 12pm to 5 pm

Tel Bill Murdoch 01506 650091

I started off with the purchase of locos and stock and some Peco track running round a slabbed area in our garden in Carnoustie - at least it was running trains, but in 2002 we moved out to the country to a house with nearly an acre of ground. It has taken since then to get the house and garden into shape so it was only this year that thoughts turned to laying out a railway. I planned it roughly to try to show long trains to advantage with double track elevated on posts with 6 mm granite chips for ballast on netting pinned to cross supports.





The plan is basically a dog bone with lay-by loops midway in each direction with points on the return loops at each end to run to stations and onwards, when time and finance permit.

During my time in the construction industry I accumulated as much timber and other items that would have been skipped, so to date the structure of the railway has not cost anything except time, and the purchase of boxes of screws obtained cheaply at Aldi or Lidl during their Monday specials.

Aristocraft track has been used throughout and at the moment power is via a Gaugemaster controller for testing purposes. I hope to get the first loop finished before winter sets in and in spring 2007 complete the loop to the other end.

The name is from the area where we live and other names for stations loops etc have come from the local area.

My thanks to Sandy Taylor for suffering my e-mail questions and Fraser for pointers to track type selection. Part 2 in the spring

The Saltire Line Part 6

(Bill Murdoch—Seafield)

What's new on the Saltire line? Well not a large amount if truth be told. Since my last set of scribbles I have further extended the township with the Pola half relief buildings and we are pleased with the result. We now have one of each of the

range and as finance allows we will acquire some more to fill in a space that I have left.

It is amazing what motivation we receive when we realise that our first Anoraks day was approaching in three weeks and just to add a little more pressure I had arranged with John Preston (he of Railway Magic video fame) to come and stay with me the day before the open day. This was to visit 5 other railways on the Saturday for filming, along with a quick night time session at the Saltire line, then next day Saltire followed by Tombstone at Bathgate. I look forward to the Railway Magic 2006 some time in the Spring.

And so it came to pass that I stood in my garden and thought, what can I do, to tidy up the railway? possibly add features, and as I was skint, would not cost much.

I had some 6mm copper pipe left over from making street lamps so I cut these into 80mm lengths until I had amassed a little box full. I then made myself a template from a Tesco café wooden coffee stirrer with three holes spaced about 15 mm apart approximately simply because it looked right!!.

Clamp one of the little bits of pipe into a vice, select your dremmel drill and a 1mm bit and drill all the way through the pipe. Repeat until bored, or previously amassed box is empty. You should now have a pipe with a hole approximately 15mm, 30mm and 45mm from one end.

Next I found that I had a tube of no nails lying in the shed and so taking each pipe in turn I filled one end and allowed it to dry (fill

The end nearest the first hole.) Perseverance is essential with this project and if you have gone this far don't give up just yet. Get your paints out and coat your pipe in whatever takes your fancy - I used brown to represent timber.

I had some timber lying in the shed which was ex fence slats and ran these through the table saw to produce roughly 12mm square-ish timbers. I then took a 6mm drill, bit or whatever size it was that allowed the pipe to fit, and drilled holes in the centre of the timber at about 80mm spacing. Fix these strips of timber in place at wherever you wish a fence to appear (I did say we were making a fence did I not) Depending on the surface you are using you could of course simply drill your holes in situ.

Finally, get a hold of some 1mm wire. I was fortunate enough to acquire a reel of welding wire which also has the advantage that it will not rust and will stay silver. You can use garden wire or Tying wire as it is sometimes called. I saw some green plastic coated wire in Homebase that would do the job, or if you ask me nicely I can cut a hunk off the reel I have. Cut yourself 3 pieces slightly longer than you need and proceed to thread all your bits of copper pipe on to the wire. This can be a bit fiddly but it is

easier than fixing the uprights in place and then trying to pull wire through all the holes. Start at one end of your pre drilled timber slats or holes, fill in the copper pipe with a little no nails if required. I did not bother gluing as the pipe was a tight fit, and work your way along installing pre threaded uprights in place. When complete, simply snip the extra bits of wire and there you have it.

Using the above method, I further installed more fencing but this time I used wooden dowling, which is easier to drill and kinder on the bits. If you can't get 6mm copper pipe, try a car parts supplier for what I think is called Bundy pipe.

I also cut up some strip wood and fitted it between the tracks to provide crossing points. Simply done and easy to attach by cutting a couple of pieces that fit across the tracks at right angles and slip under the track i.e. parallel to sleepers.

If you make these cross pieces wider than the track you can then attach your centre infill and outer boarding with little panel pins. Just make sure that you leave space for wheel flanges not to foul on your centre filler timber.

Mucking around with other bits of dowel and I won't bore you with any more of my drivel just now, suffice to



Low Relief shops and houses on the Seafield Railway



say that the I w scrap timbers I also made some lifting barrier crossings which actually work all be it with the assistance of the great hand in the sky.

After all this effort, some 46 people signed in for the Open Day.

The railway then took a back seat for a while as the day after my daughter Hannah took a tumble from a bike and fractured her skull. She was seriously ill for a while and spent some time in the Edinburgh Sick Children's Intensive Care Unit and then the Neurology ward.

Margaret and I were very touched by the concern many of you expressed both by personal contact and by cards, and we thank you for that. By the care she received in hospital and by the prayers that were sent she has now made an almost full recovery and we believe that there will be no lasting effects on her.

As many of you know both Margaret and I have been involved in Scouting for many years and we had previously arranged for an Open Day to try and raise funds for our local campsite. We felt that after our experience with Hannah, we would like to support the work of Edinburgh Sick Children's Support Group and in particular, the area dealing with brain injury, and so we held an Open Weekend on 30th Sept/1st Oct to raise funds for both these Charities.

Winter is now approaching but the Seafeld Railway will remain open, and as always, we are open to visitors.

The Crooked Valley Railroad

(Bob Smith—Lennoxtown)

Greetings from the Crooked Valley. Firstly, I must apologise in advance for my non attendance at some of the Open Days this year and the forthcoming first Indoor meeting in Livingston. The latter was because of the rebuild of my railway and the latter is because I will be in Canada. Penance for a mistake and extra expense to pacify "her indoors"

For those of you who have visited my garden in the past, I am now on the Mk 3 version. The first having been the simple loop near the house, which was not very satisfactory, resulting in the "throwing up" of the Mk 2 version, including the shed.

After some quiet words with "those who know" it gave me ideas for Mk 3 which I hope I have executed correctly.

The changes are as follows; The track work in the shed was lowered by six inches, and a lot of earth was moved around outside to obtain the required reset levels. The rockery was moved and lowered some 20 inches with displaced earth being used to bring up the lower levels. Then the work really started!!

Rustic brick was used to make a wall to contain the earthworks and to lay the track upon. Now I have the line from the shed going round and under itself and the shed outlet at the rear was matched so a double line is in under three of the four bridges.

This has made a big oval in the centre of the garden, which then splits to give a line to another oval at the bottom. This is just wide enough to get a small sta-

tion and switching tower on the main line accompanied by a passing loop and a siding.

The brick work is a good height at the bottom of the garden to make the overall garden as level as possible.

As mentioned previously, a lot of work has taken place here this year and all credit to my friend Jim Thomson, the builder, who, once he had grasped what I was wanting to achieve, added his tuppence worth and came up with one or two suggestions which I took him up on. His help

has been invaluable to me.

Most of the track has now been laid but it remains to be wired up and tested.

At the time of writing the weather is now playing a big part in progress, or otherwise, and although the gardening is complete, it will remain for nature to add her efforts to mine to see if it will all pan out as planned.

Hopefully all will be completed by next Spring and if so, it may be possible for an Open Day to take place to commemorate the rebuilding and opening of the Crooked Valley Railroad.

G Scale In Scotland Clothing Range

Available for purchase are the following items of clothing, which are Navy Blue and embroidered with the Group badge, featuring the 2-6-2 Harzer Schmalspur bahnen (HSB) locomotive.

(This was the first standardized narrow gauge loco introduced in 1939, by Krupp, using superheated steam. It can pull 80 tonnes up a 3% grade and is still running on the HSB line to this day)

T Shirt – Round neck—Price £6.50

Polo Shirt – Collared shirt—Price £10.50

Sweat Shirt – V neck - £13.50

As above with the group badge on left and Saltire on right breast with your name embroidered below

Fleece Jacket – Group badge only - embroidered on left breast £17.50

Baseball Cap – Group badge embroidered £5.50

To purchase any of these items, please contact Margaret Murdoch on 01506 650091 and quote your chest size.

First Winter meeting in Scout Hall at Livingston on the 29th October would be a good collection point so please allow 3 weeks for order

